arrive at Chateau Bay, Labrador, waiting must suffice.

First Word of Success.

First word of Peary's success reached New York at 12:30 o'clock this afternoon in a dispatch to the Associated Press. It contained the bare announcement of his finding the pole. Almost simultaneously he had transmitted the news to London, repeating dramatically and simply "Stars and Stripes nailed to the North Pole." At the same time he similarly advised Governor of New Foundland. Both Old and the New World were thus apprised of his great achievement practically at the same moment, and the excitement which followed attests to the high pitch of interest aroused over this climax of man's perseverance. Newspaper extras were rushed from the press, and those who read marveled at the twist of the universe which had snatched the ice mask from the north in so strange a manner.

Like Dr. Cook's first message, Peary's was tantalizing in its briefness, and the waiting public, stimulated by Cook's success, was left unsatiated. For, as did Dr. Cook, Peary resumed his homeward voyage yesterday after filing the curt news of discovery.

A few words were added to this meagre information at 2:50 P. M., when this additional information, sent to Herbert L. Bridgeman, of Brooklyn, secretary of the Peary Arctic Club, was made public:

"Pole reached. Roosevelt safe.
(Signed) "PEARY."

This gave assurance that the vessel in which Peary departed had passed through the ice unscathed, but details of his homecoming and the date of the discovery of the pole were still lacking. It was not until the New York Times had received a dispatch later in the afternoon that these vital points were cleared up. The message said:

"I have the pole—April 6. Expect arrive Chateau Bay September 7."

With this information at hand, it was a comparatively simple matter to ascertain that the April 6 referred to was April of the present year, as his expedition did not start from New York until July 7, 1908.

Cardinal Dates.

April 6, 1909—the date that Peary planted the flag at the pole—and April 21, 1908, the day that Dr. Cook unfurled the Stars and Stripes, a year before, consequently become the cardinal dates upon which exploration of the Far North will rest hereafter. Though separated by nearly a year, the same feat was accomplished by two Americans, neither of whom was aware of the movements of the other.

Cook says that he found no traces of Peary in the moving ice, and, according to word which was received here through Captain Robert Bartlett, of Peary's ship, the Roosevelt, late tonight, Peary likewise found no signs of his reputed predecessor. However, this phase of Peary's experiences will not be thoroughly cleared up until a statement is obtained from his own lips.

Just as Dr. Cook notified his wife, so Commander Peary took advantage of the brief stop at Indian Harbor to assure Mrs. Peary of his safety.

This message, almost overlooked during a day of excitement over his achievement, reached New York tonight from South Harpswell, Me., where Mrs. Peary has been spending the summer. It contained both a touch of pathos and a quaint reference to his success. "Have made good at last," says the explorer to his wife. "I have the old pole. Am well; with love. Will wire again from Chateau."

The message is signed simply "Bert," an abbreviation of Robert, Commander Peary's first name.

Mrs. Peary sent a wife's choice reply, with love and a blessing and a request for him to "hurry home."

Another Coincidence.

By another strange coincidence in this chapter of coincidences, Mrs. Cook, too, was in South Harpswell, Me., when she received the first news of her husband's success. Both she and Mrs. Peary had gone for months without word of their husbands, but had hoped and prayed, first for their safe return, and, secondly, it may be guessed, for the planting of the flag at the pole.

In New York to-night little preparation has been made to welcome home Commander Peary, for so suddenly came the news of his achievement that scientific societies were overwhelmed. While Peary's name was on the lips of every one, from the street urchin to the college professor, no formal meetings were held and no committees of welcome appointed. But with the dawn of to-morrow, it is expected that the Peary Arctic Club, the Explorers' Club and the Arctic Club, will begin preparations for the celebration of the unprecedented event.

Details Still Lacking.

Peary's exploit could not be discussed from scientific viewpoint to-night because details of his dash to the pole are lacking. How fast he traveled, what great obstacles he met and overcame, what observations he took, and what data he brings back with him is as unavailable to-night as if he were still in the frozen North.

It is noted, generally, however, that the home-coming of the two explorers, practically at the same time, will afford an opportunity for the comparison of records never heretofore presented. For 400 years, man has struggled to reach the pole, and now two Americans bring back with them chronicles of their discovery and observations of the land of mysteries.

Cook's achievement has been questioned, and he has been charged by stanch supporters of Commander Peary with conduct unethical for what they termed his following in secrecy a route which Peary had in view. Each faction now, however, has its laurels, and with animosity buried, the world at large will profit therefrom.

Chateau Bay, on the coast of Labrador, is about fifty miles north of Cape North, Newfoundland, forty miles west of Belle Isle and eleven miles south of Battle Harbor on the Labrador coast. The ships of two setamship lines touch at Chateau Bay, a small fishing village with less than 100 inhabitants. The distance from Chateau Bay to St. Johns, Newfoundland, is 331 miles. Indian Harbor is about 150 miles north of Chateau Bay.

PEARY'S PROPHECY

His Words of Three Years Ago Fulfilled by Achievement.

WASHINGTON, D. C., September 6.—"Should an American first of all place the Stars and Stripes at the coveted spot, there is not an American citizen at home or abroad, and there are millions of us, but would feel a little better and a little prouder of being an American; and just that added increment of pride and patriotism to millions would of itself alone be worth ten times the cost of attaining the pole."

Commander Robert E. Peary almost three years ago thus prophetically outlined his view of the value and interest attached to the achievement he announced in dispatches to-day. The penetration of the frozen heart of the Arctic circle, the news of Peary's feat following close upon the heels of Dr. Cook's planting of the American flag at the same spot, evoked enthusiastic plaudits in Washington. Everywhere among army and navy officers and scientists, and official Washington generally, only words of praise were spoken for Commander Peary.

Making Epochs.

"Such wonderful achievements as this make epochs in the history of the world," declared Captain Veeder, in charge of the United States Naval Observatory, "and I have no doubt that this discovery will add immeasurably to the sum of human knowledge.

"Peary adds still another name to the long list of American heroes," said Professor Asaph Hall, of the Observatory.

Those persons who had associated with Peary here spoke of him to-day as a man of wonderful capacity for doing things, and they instantly accepted the statement that he had discovered the pole.

They expected him to eventually win in his struggle, and so it was no surprise to them when word came that he had succeeded.

The courses taken by Commander Peary and by Dr. Cook did not differ very materially, according to Professor Henry Gannett, the geographer.

"It seemed to me that Peary was being delayed when he left a year or so ago," said Professor Gannett, who is an old friend of Peary.

"Peary's plan was to get up to the northeastern cape of Grantland, where he made his former headquarters, before the ice closed in. He had been previously to the vicinity of Lady Franklin Bay and then northwest along the coast for quite a distance before proceeding away from land and striking out for the pole. I should say he took about the same course this time. Dr. Cook started at Etah, or a place near there, and crossed over into Grinnell Land to some point on the north coast near where Peary started. Grantland and Grinnell Land form the same body of land. I think that Cook left Grantland a little farther west than Peary did. Their courses, however, seem to have varied little."

His Work Crowned.

Peary's attainment of the pole crowns the work of expeditions that he has led for a number of years. His last expedition was in 1906, when by means of the little Arctic steamer Roosevelt, and by journeying on sledges he succeeded in reaching 87 degrees 6 seconds north latitude.

This was accomplished on April 21, 1906, after a zigzag journey in the Arctic Ocean, exactly two years to a day before Dr. Cook is said to have reached the pole. He regarded that expedition as simplifying the attainment of the pole by 50 per cent., and his failure to reach the pole then was attributed by him to the fact that the winter was not a normal one, being a particularly open winter throughout the Northern Hemisphere. He believed that he could have reached the pole then, in spite of the open season, if he had known what the actual conditions were northward as he subsequently knew them, for he would have modified his route and made a different disposition of his sledges.

An explorer following in his steps and profiting by his experiences on the last expedition, according to Commander Peary, could not only attain the pole, but could make deep sea soundings throughout the central Polar Ocean and delineate the unknown gap in the northeast coast line of Greenland from Cape Morris Jesup to Cape Bismarck.

Commander Peary's last public appearance at Washington was when President Roosevelt presented to him on December 15, 1906, the Hubbard medal of the National Geographic Society at the annual banquet of that organization. It was then that Peary declared that man and the Eskimo dogs are the only two mechanisms that could meet all the contingencies of Arctic work.

"For over three centuries the world has dreamed of solving the mystery of the North," said Commander Peary on that occasion, addressing President Roosevelt. "God willing, I hope that your administration may yet see those stars and stripes planted at the pole itself, for between those two great cosmic boundaries, the Panama Canal and the North Pole, lie the heritage and the stupendous future of that giant whose destinies you guide today—the United States of America."

News from McMillan.

WORCESTER, MASS., September 6.—Dr. D. W. Abercrombie, received the following dispatch at 3 o'clock this afternoon over the Postal Telegraph Company's lines:

"Indian Harbor, New Foundland,
September 6, 1909.

"Dr. D. W. Abercrombie, Worcester Academy, Worcester, Mass.:

"Top of earth reached at last. Greetings to faculty and boys.

(Signed) "D. B. McMILLAN."

Donald B. McMillan was an instructor in mathematics and physical training at the academy until the close of the school last year, when he was granted a leave of absence of two years to go with the Peary expedition to the North Pole.

Newfoundland Hears News.

ST. JOHNS, N. F., September 6.—Commander Peary has just telegraphed the Governor of Newfoundland by wireless from Indian Harbor, Labrador, announcing he has discovered the North Pole and congratulating New Foundland on its part in this discovery, seeing that the captain and crew of Peary's steamer are Newfoundlanders.

Does Not Question Story.

PHILADELPHIA, PA., September 6.—Dr. Robert Keely, of this city, who has been on an Arctic expedition with Lieutenant Peary and Dr. Cook, and who questioned the latter's statements that he had reached the North Pole, said this afternoon when told of Lieutenant Peary's message that he believed that the naval officer has reached the goal. He said: "Good for Peary. I have been North with him and know him well. I do not question that he has reached the pole. He has sought it for a long time, and he deserves credit for his achievement."

Gives Credit to Cook.

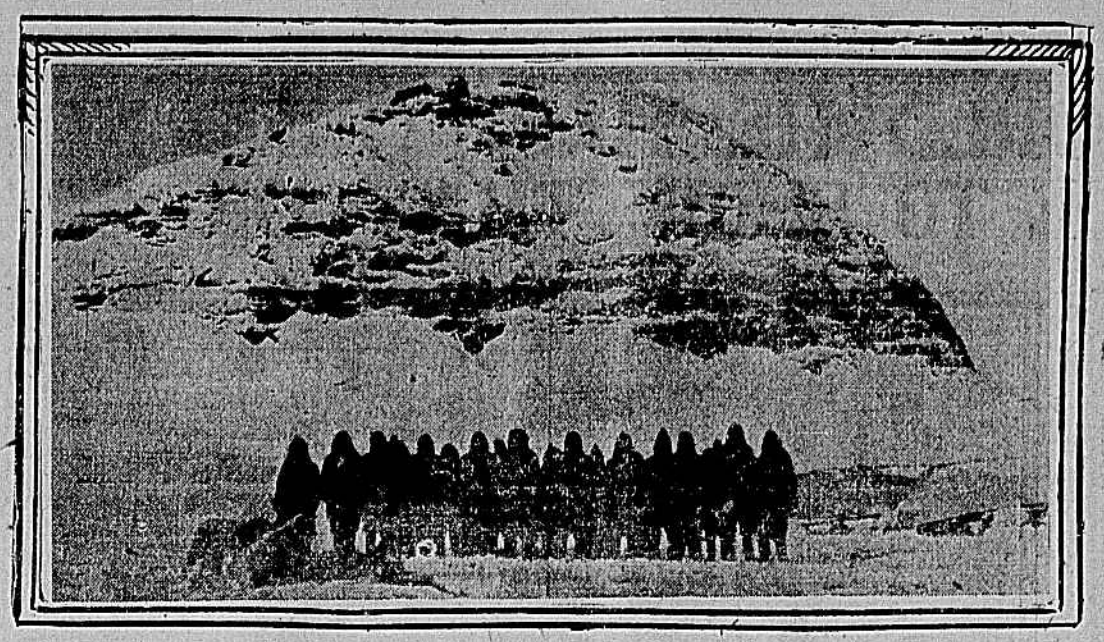
ST. LOUIS, MO., September 6.—"I consider Dr. Cook the real discoverer of the North Pole, said Father Charles M. Charroppin, S. J., professor of astronomy at the St. Louis University, when informed of Commander Peary's message.

"Commander Peary deserves credit for his work and hardships, but Dr. Cook's records have made me a believer in him," Father Charroppin continued. "Even if Dr. Cook missed the pole by a few miles by inaccurate readings, I consider him the real discoverer."

Stabbed Four Times.

Austin Jenkins got in a fight yesterday afternoon, and was stabbed four times, twice in the chest and twice in the back. Dr. Cosby, of the ambulance, was called, and took fourteen stitches. Jenkins was left at his home, 1816 East Main Street.

COMMANDER PEARY AND HIS FAMILY



BAND OF ESKIMOS GOING WITH EXPLORER ON SLEDGE JOURNEY.

MISS MARIE PEARY, BORN ON ONE OF HER FATHER'S ARCTIC EXPEDITIONS.

PEARY'S MOTHER AND CHILDREN.

PEARY WITH HIS DOGS ON DECK OF THE ROOSEVELT.

MRS. ROBERT E. PEARY.

GREAT EXPLORER OF FROZEN NORTH

For Many Years Peary Has Probed Mysteries of Arctic Region

Robert E. Peary, the famous explorer, was born in Pennsylvania on May 6, 1865. He comes really from an old family of Maine lumbermen, and inherits his genius for adventure. When he was three years of age Peary's mother removed with him to Maine on account of his father's death.

In 1879 he was given a place in the Coast and Geodetic Survey at Washington. In 1881 he passed an examination as civil engineer and entered the United States Navy Department.

Way back in 1886 he made a reconnaissance of the Greenland inland ice cap east of Disco Bay, 70 degrees north latitude. In June, 1891, he left this country at the head of the Arctic expedition of the Academy of Natural Sciences of Philadelphia and reached Independence Bay, 81 degrees and 37 minutes north latitude. He returned from that trip in September, 1892. Lieutenant Peary also discovered and named Melville Land and Hellpin Land, lying beyond Greenland, and was first to determine the insularity of Greenland, for which he received the Cullum medal of the American Geographic Society, the patrons' medal of the Royal Geographical Society of London, and a medal from the Royal Scottish Geographical Society of Edinburgh.

He began another Arctic voyage in 1893, which occupied nearly two years. During it he made a thorough study of the little tribe of Arctic highlanders. It was also upon this expedition that he discovered the famous Iron Mountain, which proved to be three meteorites, one of them weighing ninety tons and being the largest ever discovered. He failed to reach the northern end of Greenland upon this, his third trip.

Trip of 1898-1902.

From 1898 to 1902 he was commander of the Arctic expedition under the auspices of the Peary Arctic Club of New York City. Upon that trip he rounded the northern extremity of the Greenland Archipelago, the last of the greater Arctic land groups. He named the northern cape, the most northerly known land in the world at 83 degrees 39 minutes north latitude, Cape Morris K. Jessup. He also reached the highest north ever attained by man in the Eastern Hemisphere, 84 degrees 17 minutes north latitude. He was awarded the Kane gold medal of the Philadelphia Geographical Society, and the Daly gold medal of the American Geographic Society.

He was elected president of the American Geographic Society in January, 1903; is also a member of the American Society of Civil Engineers, honorary member of the Philadelphia Geographical Society and the American Alpine Club and honorary vice-president of the Alaska Geographical Society.

In 1905 he fitted out a new ship and sailed on another polar expedition.

Was Always Confident.

When Commander Peary started on his fifth Arctic trip last summer he expressed confidence in his ability to plant the Stars and Stripes at the North Pole. He sailed for the land of the midnight sun on the staunch steamer Roosevelt, which was built for Commander Peary, and carried him and his party on the previous northern journey.

An auxiliary ship accompanied the Roosevelt as far north as Etah, where Peary's coal depot on his former expedition was located.

It was the expectation of Commander Peary that he would accomplish the journey and reach the pole in about fifteen months. He carried with him, however, supplies for three years.

COOK WELCOMES PEARY'S SUCCESS

(Continued From Page One—Column 1.)

turn up now. He is about due to get back, if he carried out his plans. We have always been friends. While, of course, we were rivals in the attempt to find the pole, we have been friendly rivals."

Say Cook Will Avoid Dispute.

Those who have had the best opportunities to become acquainted with Dr. Cook here believe that he is not likely to enter into a controversy with Commander Peary.

Sverdrup, who came here for the purpose of congratulating Dr. Cook, was most interested in the news that Peary had reached the pole. Sverdrup is a remarkably taciturn and careful man. He said:

"There is nothing I can say about this particularly, except that it is most important and wonderful. It seems to me that America is doing wonderfully if two Americans are the first men to get to the pole after such long struggles by so many men of different nationalities."

Recognized by Sweden.

WASHINGTON, D. C., September 6.—The King of Sweden officially has recognized Dr. Cook as the discoverer of the North Pole.

Minister Egan, at Copenhagen, has informed the State Department under yesterday's date in effect that the King, through the Swedish minister at Copenhagen, has congratulated the government of the United States on the occasion of Dr. Cooke's discovery.

"ROOSEVELT" BUILT FOR POLAR TRIP

All that experience and all that the cunning of the naval achitect could suggest were combined in Commander Peary's ship, which he built for his final effort to reach the North Pole. Fashioned of unusual strength and girded and armored as was never Arctic craft before, it was Commander Peary's belief that he could force his way through the interfering ice until he had carried his vessel within reasonably easy striking distance of the topmost point of the globe.

The ship is not large, but she is of ample size for the work cut out for her, and everything was done to make her handy and serviceable. Her principal dimensions are: Length on load water-line, between perpendiculars, 161 feet; length over all, 181 feet; beam, maximum, at load water-line, 32 feet; beam, maximum, over guard strake, 34 feet, 2 inches; mean draft, 16 feet; full-load displacement, about 1,500 tons.

Its Get Up Massive.

The structural get-up of the craft is very massive, and the stem, sternpost, keel, keelsons, and frames are all of very carefully selected white oak, fastened and secured with exceptional thoroughness. The frames, molded at heel sixteen inches and at head ten inches, are spaced only twenty-four inches apart, from centre to centre. Immediately over the frames are laid diagonal straps of steel, making a lattice lacing from bow to stern and from stern to bow, leaving rectangular openings between, six feet square. Outside, over the straps, is laid a double course of five-inch planking, the inner course of yellow pine or sprude, and the outer course of well-seasoned white oak. Between the two courses is spread a sheathing of tarred hemp or tarred canvas. The courses are secured to the frames very thoroughly, and the outer course, after it was most carefully calked, was overlaid with extra heavy sheet copper. Inside, the frames were covered with three-inch yellow-pine ceiling, and the utmost caution was exercised during construction to insure thorough watertightness and to have the vessel warm and weatherproof. The beams are of yellow pine, and likewise made of exceptional stoutness. The main deck beams are spaced four feet apart, from centre to centre, or on every other frame. The lower beams are spaced directly under the deck beams. All of these beams are well anchored, and most extensively tied by numerous through-bolts riveted up inside. To provide still greater athwartship strength, each beam is supported by heavy diagonal braces of yellow pine, likewise well anchored and through-bolted. To give greater vertical stiffness each beam is supported by tie-rod stanchions of steel and wrought-iron piping, so arranged that they may be set up from time to time during construction, thus to provide against any sag developed in building and to insure a most rigid support. As can be seen, the craft is built to withstand very heavy pressures acting normally to the sides, bilges and bottom; and the shape of her cross-section is such as to tend to raise the vessel out of water as the ice pack presses upon her below water. A heavy white oak guard, eight inches by twenty inches, is worked abreast of the plank sheer from stem to stern, and so securely fastened to the frames, plank sheer, and waterway, that is able to support the weight of the entire ship. On the face and under side, this guard strake is protected by a heavy angle-bar of steel. The purpose of this guard strake is two-fold: First, to add greatly to the longitudinal stiffness of the ship, and, second, to serve to lift the craft out of water, either by jacks placed upon the ice or by the upward pressure of the ice pack itself catching under the counter of the guard. The first operation is to relieve the ship should she be frozen in—her own weight. In settling again, combined with the wedge-like form of bow and stern, being enough to break a wide crevasse in the ice, thus opening clear a way for progress. The second operation is automatic, and relieves the ship from the grinding, crushing effect of gathering ice packs in motion. To take the worst of the rub of passing ice, the bow, the stern, and the waterline was armored. The bow protection consists of one-inch steel plating worked from the keel up to three feet above the water-line, and extending aft for ten feet. The stern protection is of like strength, reaching from the keel up above the water-line, and extending forward for fourteen feet. The waterline armoring, extending completely between the bow and the stern protection, is of three-eighth-inch plating, five feet wide, one foot only being above board at load draft. The main deck is planked with three-inch by four-inch yellow pine most carefully calked, and the hatch coamings, of stout white oak, are nearly as high as the top of the bulwarks, thereby adding to the effective freeboard of the ship.

Comfortable Quarters.

The vessel carries two deck houses, and the forward one, which is portable, is large enough to accommodate Commander Peary, the scientific staff and the officers of the ship.

The living spaces are comfortably but very simply finished, and the ship is heated by steam and lighted both by electricity and by oil lamps.

The motive power consists of a single, inverted, compound engine, driving a single ten-foot screw, and steam is supplied by two water-tube boilers. Under forced draft, the engine is able to develop 1,400 indicated horsepower, and under natural draft, 1,200 indicated horsepower. The bunker capacity is 700 tons of coal.

There is a steam capstan and steam steering gear.

The vessel's rig is rather unusual, but is sufficient in spread of canvas to make her manageable under sail alone. The individual sails were designed to make it easy for a small crew to handle them. The standing rigging is of galvanized steel wire rope. The foremast and the mizzenmast are single sticks. A crow's-nest was carried on the maintopmast.

Commander Peary's indomitable will and physical force are wonderfully, though passively, graven in every line of the sturdy craft that was designed to bear him farther north than ship yet has broken her way.

Record of Polar Achievements

Commander.	Date.	N. Lat.	Long.	Locality.
John Davis	June 30, 1587	73.12	.56 W.	W. Greenland,
William Parents	July 14, 1594	77.20	.62 E.	Near Cape Nassau, N. Z.
J. C. Ryp and Jacob Heemskerck (Parents)	Jun. 19, 1598	79.49	.12 E.	North Spitzbergen.
Henry Hudson	July 13, 1607	80.23	.10 E.	East Spitzbergen Sea.
William Baffin	July 4, 1616	77.45	.72 W.	Smith Sound.
J. W. Phipps	July 27, 1773	80.48	.20 E.	East Spitzbergen Sea.
William Scoresby	May 24, 1806	81.30	.10 E.	East Spitzbergen Sea.
Sir John Franklin	———	1845	——	Arctic Ocean.
W. E. Parry	May 23, 1827	82.45	.20 E.	East Spitzbergen Sea.
E. A. Inglefield	Aug. 27, 1852	78.28	.74 W.	Smith Sound.
E. K. Kane	June 24, 1854	80.10	.67 W.	Cape Constitution, Greenland.
I. I. Hayes	May 10, 1861	80.11	.70 W.	Grinnell Land.
Nordenskiold and Otter	Sept. 19, 1868	81.42	.18 E.	East Spitzbergen Sea.
C. F. Hall	Aug. 30, 1871	82.11	.61 W.	Frozen Sea.
Yoyprecht and Payer	April 12, 1874	82.05	.60 E.	Franz Josef Land.
G. S. Nares	Sept. 25, 1875	82.48	.65 W.	Grinnell Land.
G. S. Nares	May 12, 1876	83.20	.65 W.	Frozen Sea.
A. W. Greely	May 13, 1883	83.24	.41 W.	New land north of Greenland.
F. Nansen	April 7, 1895	86.04	.06 W.	Arctic Ocean.
R. Peary	May 16, 1900	83.50	.34 W.	Arctic Ocean north of Hazen Land.
Duke of the Abruzzi	April 25, 1901	86.34	.65 E.	Arctic Ocean.
R. Peary	April 21, 1902	84.17	.70 W.	Arctic Ocean.
R. Peary	April 21, 1906	87.06	.50 W.	Arctic Ocean.
Frederick A. Cook	April 21, 1908	90	..	THE POLE.
R. Peary	April 6, 1909	90	..	THE POLE.

THE WEATHER

Forecast: Virginia—Partly cloudy Tuesday and Wednesday; warmer Tuesday; light, variable winds.

North Carolina—Partly cloudy Tuesday and Wednesday; light, variable winds.

CONDITIONS YESTERDAY.

Partly cloudy. Thermometer at midnight, 65.

CONDITIONS IN IMPORTANT CITIES.
(At 8 P. M., Eastern Standard Time.)

Place.	Ther.	H. T.	Weather.
Asheville	64	72	P. cloudy
Augusta	76	78	Cloudy
Atlanta	72	80	Clear
Chicago	66	70	Clear
Charlotte	70	78	P. cloudy
Charleston	74	78	Rain
Detroit	66	70	Cloudy
Galveston	82	86	Clear
Hatteras	68	74	Clear
Jacksonville	78	86	P. cloudy
Kansas City	62	68	Rain
Key West	80	86	Clear
Memphis	78	84	Clear
Mobile	84	94	Clear
New York	66	70	Clear
New Orleans	82	92	Rain
Norfolk	64	70	Clear
Oklahoma City	78	92	Rain
Savannah	74	80	Cloudy
Tampa	80	90	Cloudy
Washington	61	66	Cloudy
Yellowstone	62	72	Rain

NANTICOKE CREW RETURNS

Suspected Vessel Delivered to Government of Venezuela.

NEW YORK, September 6.—Captain Tidmarsh and twenty-six members of the crew of the steamer Nanticoke, which was delivered to the government of Venezuela, returned to New York to-day on the steamer Caracas.